

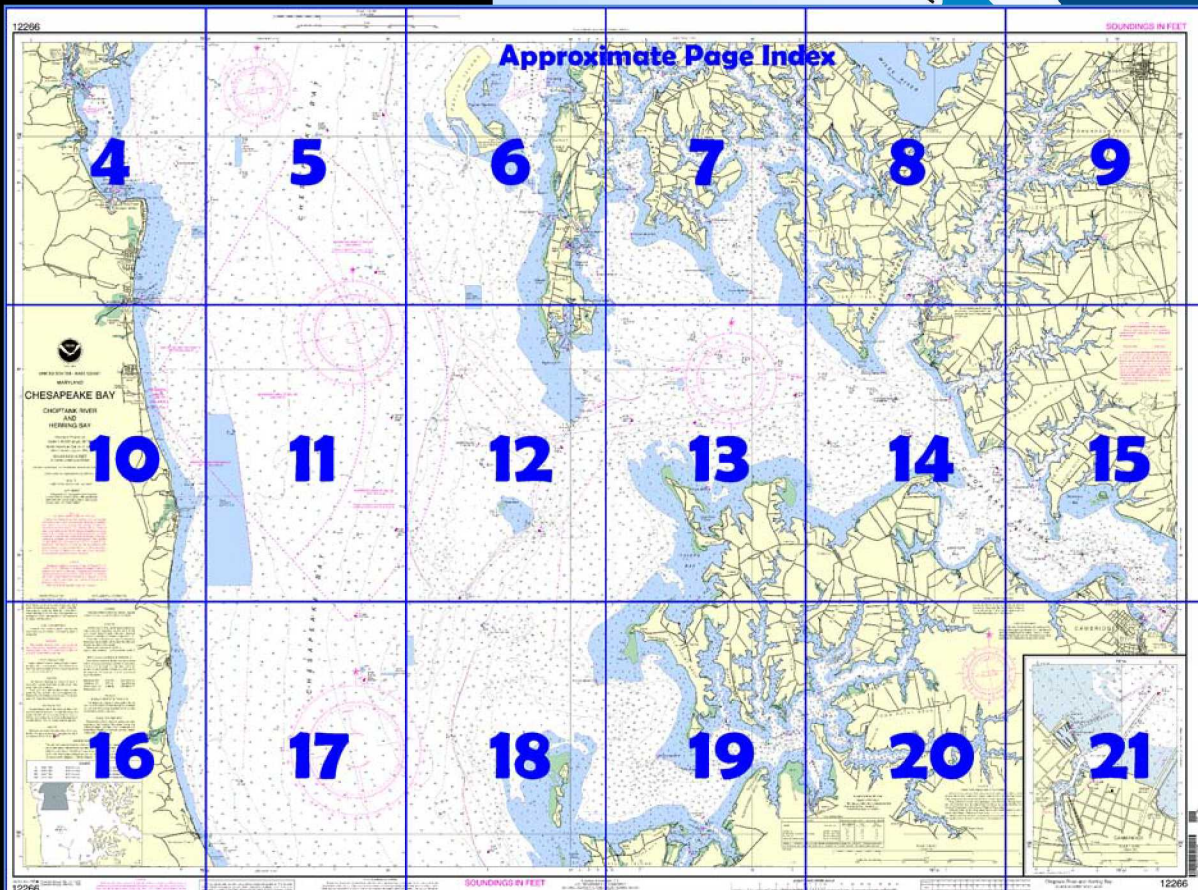
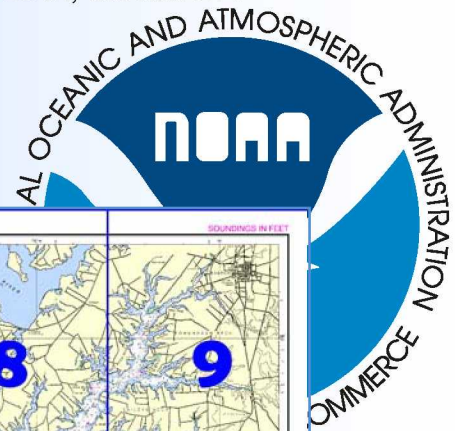
# BookletChart<sup>TM</sup>

## Chesapeake Bay - Choptank River and Herring Bay (NOAA Chart 12266)



A reduced scale NOAA nautical chart for small boaters. When possible, use the full size NOAA chart for navigation.

- ✓ Complete, reduced scale nautical chart
- ✓ Print at home for free
- ✓ Convenient size
- ✓ Up to date with all Notices to Mariners
- ✓ United States Coast Pilot excerpts
- ✓ Compiled by NOAA, the nation's chartmaker.



Home Edition (not for sale)



### What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

### What is a BookletChart™?

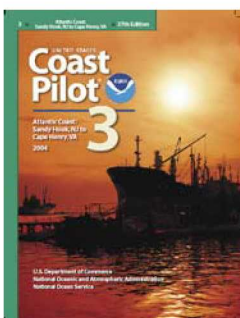
This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

### Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.



#### **[Coast Pilot, Chapter 13 excerpts]**

(62) **Plum Point Creek**; depths of 4½ feet were in the entrance and basin. A marina on the north has berths, gasoline, supplies, and a sewage pump-out station.

(65) **Fishing Creek** is entered by a channel from the bay through jetties to an anchorage basin. The channel is marked by a lighted range and other aids; the depth in the channel was 2½ feet (3½ feet at midchannel); depths of 2½ to 7 feet were in the basin.

(66) Small-craft facilities at Chesapeake

Beach have gasoline, diesel fuel, water, berths, and marine supplies.

#### **[Coast Pilot 3, Chapter 14 excerpts]**

(160) **Little Choptank River**. Although obstructed by shoals, the river has depths of 11 feet in a channel for 7 miles and the tributaries have depths of 5 feet.

(161) The current velocity is about 0.3 knot.

(162) **Little Choptank River**. Good anchorage in depths of 12 to 18 feet between James Island and **Hooper Point**.

(163) **Slaughter Creek** has depths of 5 feet over the bar, thence 6 feet to the bridge at **Taylors Island**. The creek is marked by lights and daybeacons. A marina north of the bridge has gasoline, diesel fuel, supplies, and berths. **Taylors Island Coast Guard Station** is on a houseboat moored about 1.6 miles south of Hooper Point.

(166) **Madison Bay** has depths of 1 to 9 feet. The entrance is marked by a light. A channel marked by daybeacons leads through the upper bay to a turning basin connected to an anchorage at **Madison**. In March 1992, the depths were 5 feet in the east half and 1½ feet in the west half of the channel; 5 feet in the basins; 2 feet in the channel south of the basins. Gasoline, diesel fuel, and supplies are at Madison.

(172) The approach to Choptank River is from south through a buoyed channel 6 miles south of Sharps Island Light; the depth is 25 feet. The approach from north has a depth of 10 feet.

(173) The Choptank River main channel has depths of 19 to 25 feet to Cambridge thence 5 feet to Denton and a centerline depth of 2 feet to the bridge at Greensboro. The channel is marked as far as Denton.

(174) The current velocity is 0.7 knot off Cook Point. In Choptank and Tred Avon Rivers the current is less than 1.0 knot.

(180) **Knapps Narrows**. In 1994, the midchannel depth was 6½ feet from the Choptank River to the highway bridge, thence 2½ feet (5½ feet at midchannel) to the Chesapeake Bay. The bridge over the narrows has a clearance of 12 feet. The bridgetender monitors VHF-FM channel 16 and works on channels 13 and 68; call sign KZA-868. The current at the bridge is 2 knots.

(181) **Tilghman**. The bulkheaded sides of the turning basin on the south abutment of the bridge are for public use. In March 1981, depths of 4 to 7½ feet were in the basin, except for shoaling to 2 feet in the northeast. Full service marinas are on either side of the narrows.

(182) **Harris Creek**. The channel has depths of 10 feet, and is marked as far as Cummings Creek. Above, the channel has depths of 6 feet to the forks; 5 feet in a channel marked by stakes for 1 mile up **Northeast Branch**; 2 feet for 1 mile to the head. **Northwest Branch** extends 2 miles from the forks, and has a depth of 2 feet.

(185) **Broad Creek** has depths of 16 feet as far as **Edge Creek**. Above Edge Creek, the channel has depths of 9 feet for 3 miles, then shoals to 2 feet at the head.

(188) **St. Michaels** can be reached from Choptank River by way of Broad Creek, thence southeastward in Edge Creek for 0.7 mile, thence northward in **San Domingo Creek**. San Domingo Creek has depths of 7 feet, and a depth of 4 feet to St. Michaels. Berthing, electricity, ice, gasoline, diesel fuel, marine supplies.

(190) **Tred Avon River** has depths of 16 feet or more for 5 miles; 11 feet for 1 mile to **Peachblossom Creek**; 8 feet in the dredged channel to Easton Point. The channel is marked as far as Easton Point. Shoals extend off **Watermelon Point**.

(193) **Oxford**. The facilities are along Town Creek; the marked entrance channel has a depth of about 4 feet. A public landing nearby has fuel.

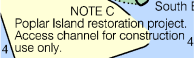
(194) **Town Creek**. A marked channel leads from the entrance to a turning basin at the head; the depths were 5 feet in the channel and 4½ feet in the turning basin.

(199) **Lecompte Bay** has depths of 7 to 13 feet. A narrow channel marked at the entrance by daybeacons has a depth of about 4 feet.

(202) A marked channel in Choptank River to a turning basin at **Cambridge Creek** had a depth of 23 feet; thence 21 feet throughout the turning basin to **Cambridge Marine Terminal**. The channel through Cambridge Creek had a depth of 12 feet to the highway bridge; 9½ feet to the head 0.7 mile above the entrance; depths of 8 to 10 feet in the anchorage basins on each side of the channel inside the entrance.

(208) Fuel and supplies can be obtained at Cambridge. An unmarked channel with a centerline controlling depth of 8 feet leads from Choptank River to the municipal basin just west of Cambridge Creek; the basin has depths of 4 to 7 feet. Gasoline, electricity, water, and ice are available.

# Table of Selected Chart Notes



Corrected through NM Dec. 26/09  
Corrected through LNM Dec. 29/09

## HEIGHTS

Heights in feet above Mean High Water.

## WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

## CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

During some winter months or when endangered by ice, certain aids to navigation are replaced by other types or removed. For details see U.S. Coast Guard Light List.

## RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

## SMALL CRAFT WARNINGS

During the boating season small-craft warnings will be displayed from sunrise to sunset on Maryland Marine Police Cruisers while underway in Maryland waters of the Chesapeake Bay and tributaries.

## PLANE COORDINATE GRID

(based on NAD 1927)

The Maryland State Grid is indicated on this chart at 20,000 foot intervals thus: The last three digits are omitted.

For Symbols and Abbreviations see Chart No. 1

## CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

## AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

## CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:

(Accurate location) (Approximate location)

## CAUTION

Mariners are warned to stay clear of the protective riprap surrounding navigational light structures shown thus:

## RACING BUOYS

Racing buoys within the limits of this chart are not shown hereon. Information may be obtained from the U.S. Coast Guard District Offices as racing and other private buoys are not all listed in the U.S. Coast Guard Light List.

## HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.430" northward and 1.195" eastward to agree with this chart.

## SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 3 for important supplemental information.

## CAUTION

### BASCULE BRIDGE CLEARANCES

For bascule bridges, whose spans do not open to a full upright or vertical position, unlimited vertical clearance is not available for the entire charted horizontal clearance.

## NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Baltimore, MD	KEC-83	162.400 MHz
Salisbury, MD	KEC-92	162.475 MHz
Washington, DC	KHB-36	162.550 MHz
(Manassas, VA)		

## POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

## AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

## NOTE Z

### NO-DISCHARGE ZONE, 40 CFR 140

Under the Clean Water Act, Section 312, all vessels operating within a No-Discharge Zone (NDZ) are completely prohibited from discharging any sewage, treated or untreated, into the waters. All vessels with an installed marine sanitation device (MSD) that are navigating, moored, anchored, or docked within a NDZ must have the MSD disabled to prevent the overboard discharge of sewage (treated or untreated) or install a holding tank. Regulations for the NDZ are contained in the U.S. Coast Pilot. Additional information concerning the regulations and requirements may be obtained from the Environmental Protection Agency (EPA) web site: [http://www.epa.gov/owow/oceans/regulatory/vessel\\_sewage/](http://www.epa.gov/owow/oceans/regulatory/vessel_sewage/).

## NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 3. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 5th Coast Guard District in Portsmouth, Virginia or at the Office of the District Engineer, Corps of Engineers in Baltimore, Maryland.

Refer to charted regulation section numbers.

Additional information can be obtained at [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov).

## CAUTION

### FISH TRAP AREAS AND STRUCTURES

Mariners are warned that numerous uncharted duck blinds and fishing structures, some submerged, may exist in the fish trap areas. Such structures are not charted unless known to be permanent.

Regulations to assure clear passage to and through dredged and natural channels and to established landings are prescribed by the Corps of Engineers in the Code of Federal Regulations.

Definite limits of fish trap areas have been established in some areas, and those limits are shown thus:

Where definite limits have not been prescribed, the location of fishing structures is restricted only by the regulations.

## SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, [United States Coast Pilot](#).

## CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov).

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

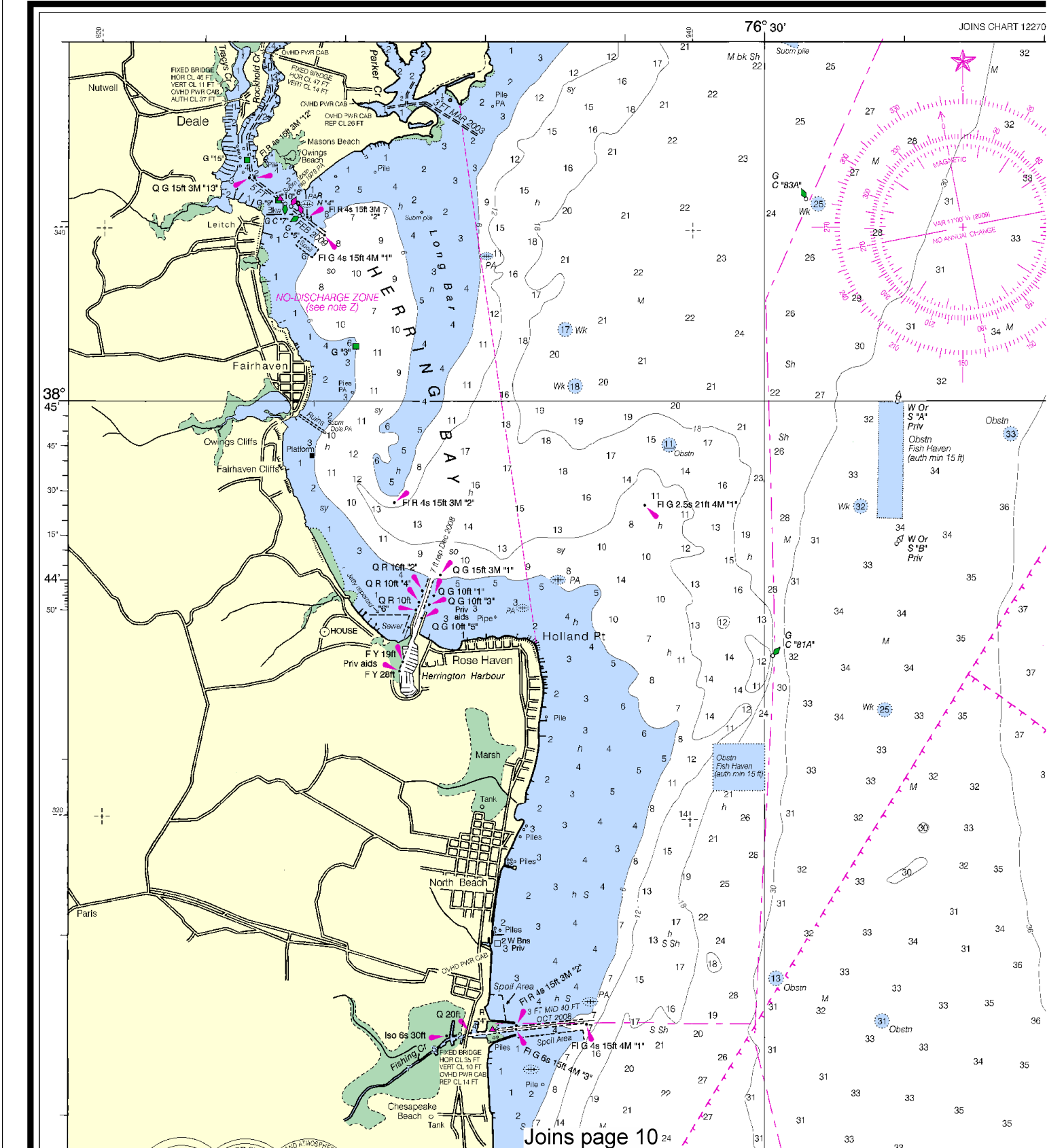


## TIDAL INFORMATION

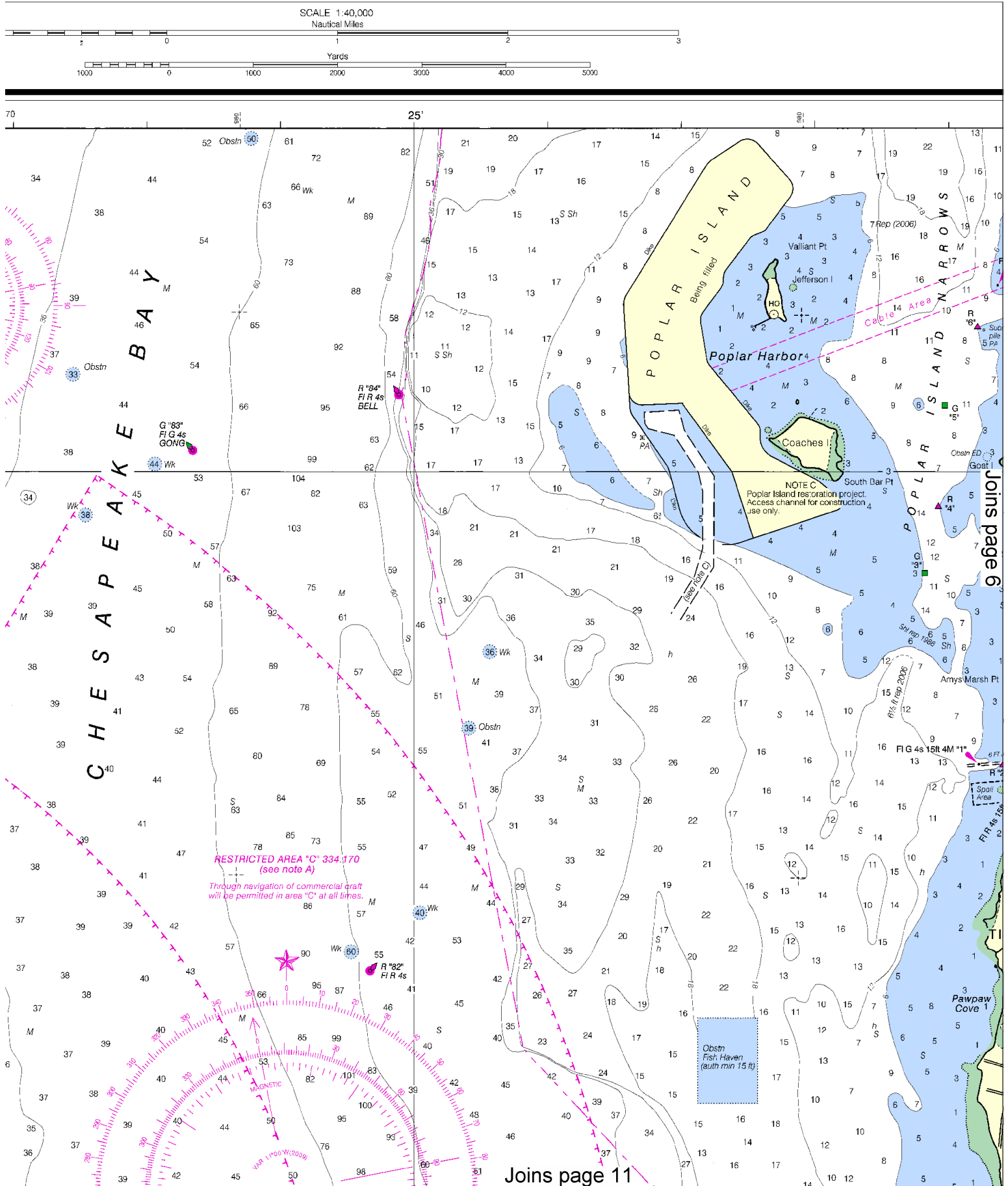
PLACE	Height referred to datum of soundings (MLLW)		
	Mean Higher High Water	Mean High Water	Mean Low Water
NAME	(LAT/LONG)	feet	feet
St. Michaels (San Domingo Creek)	(38°47'N/76°14'W)	2.1	1.7
Cambridge	(38°34'N/76°04'W)	2.0	1.8
			feet
			0.3
			0.2

Dashes (---) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the internet from <http://tidesandcurrents.noaa.gov>. (Oct 2009)









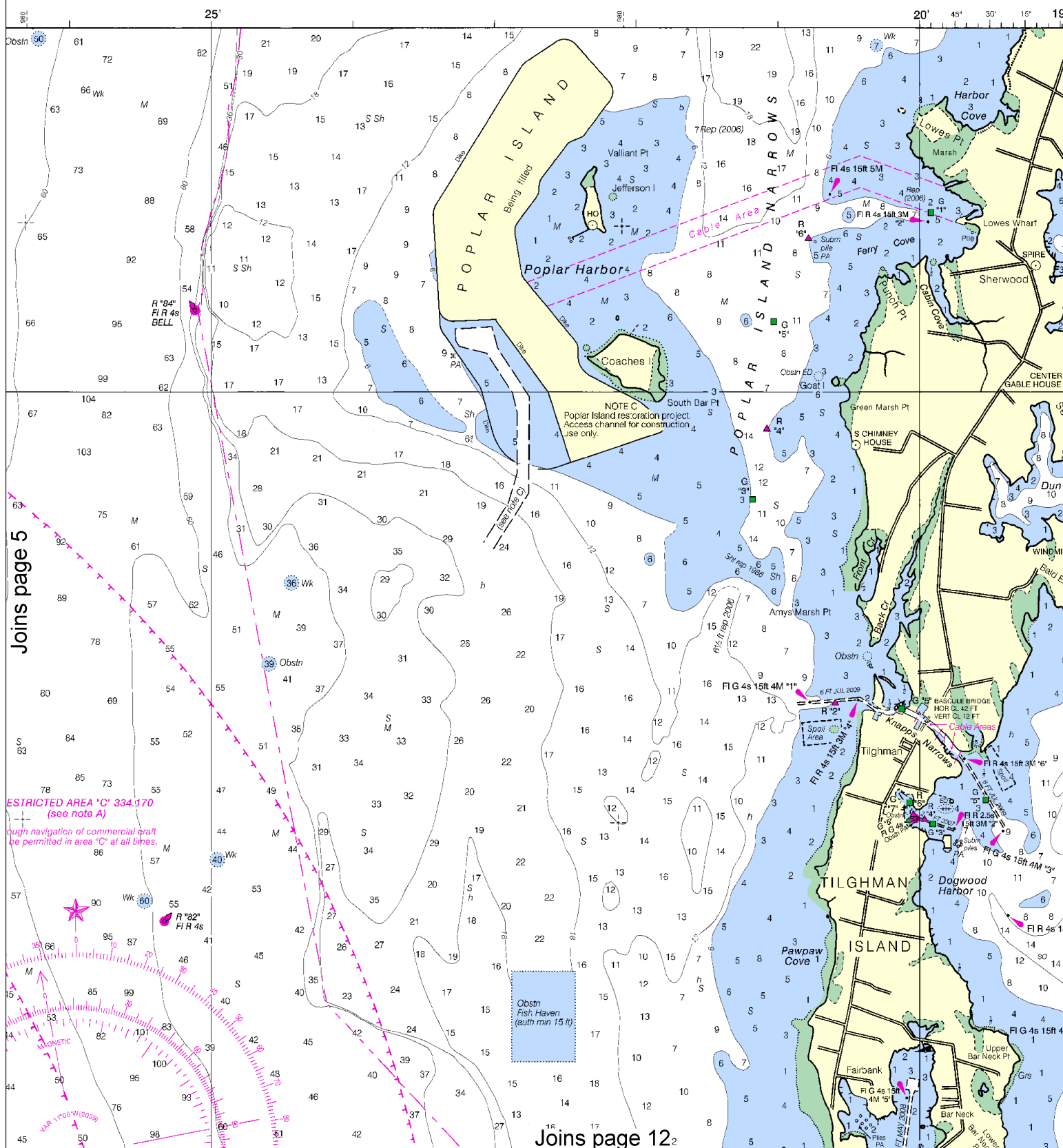
This BookletChart was reduced to 75% of the original chart scale.  
The new scale is 1:53333. Barscales have also been reduced and  
are accurate when used to measure distances in this BookletChart.

SCALE 1:40,000

Nautical Miles

Yards

Formerly C&GS 551, 1st Ed., Feb. 1950



6

North

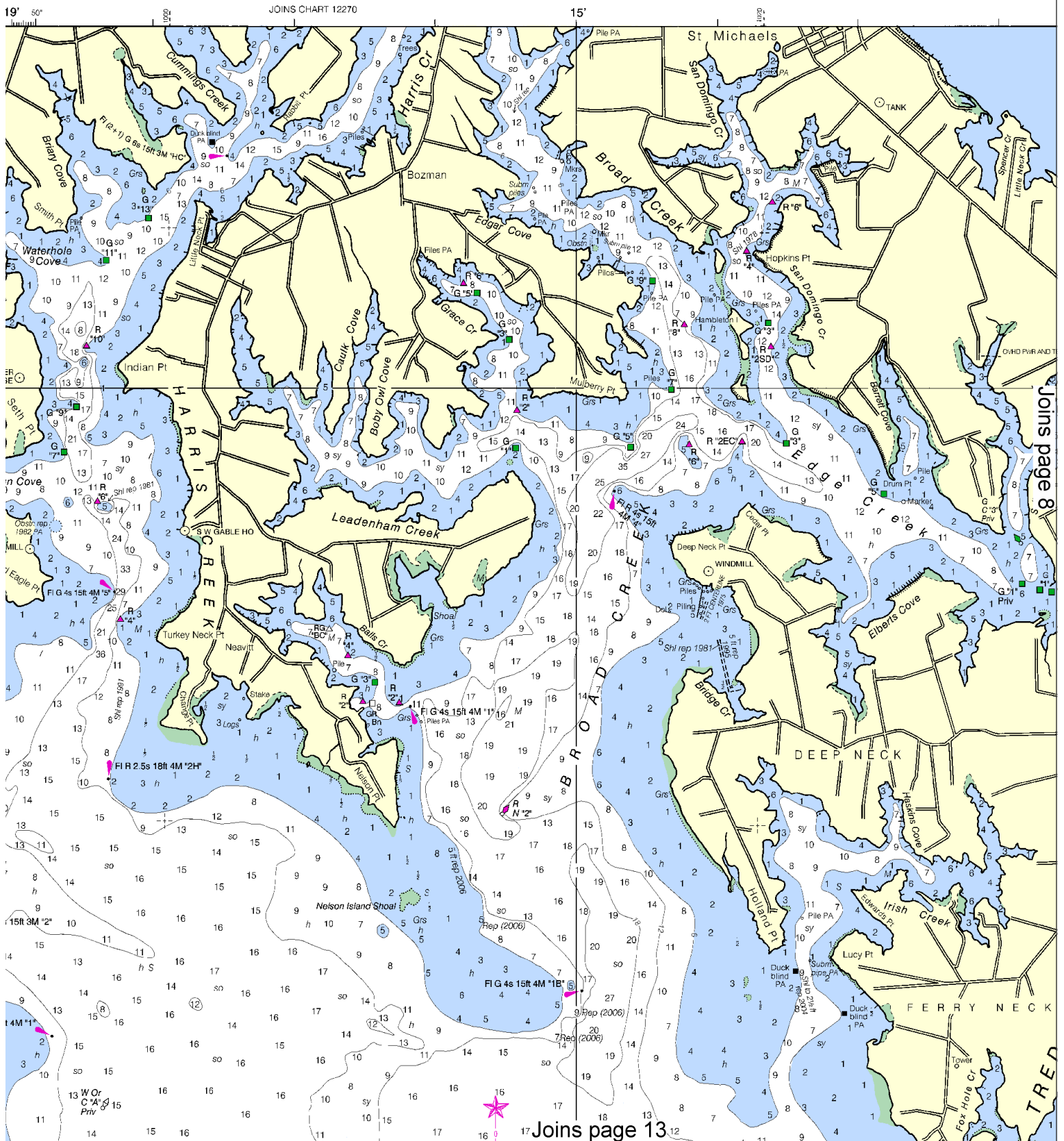
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SCALE 1:40,000  
Nautical Miles

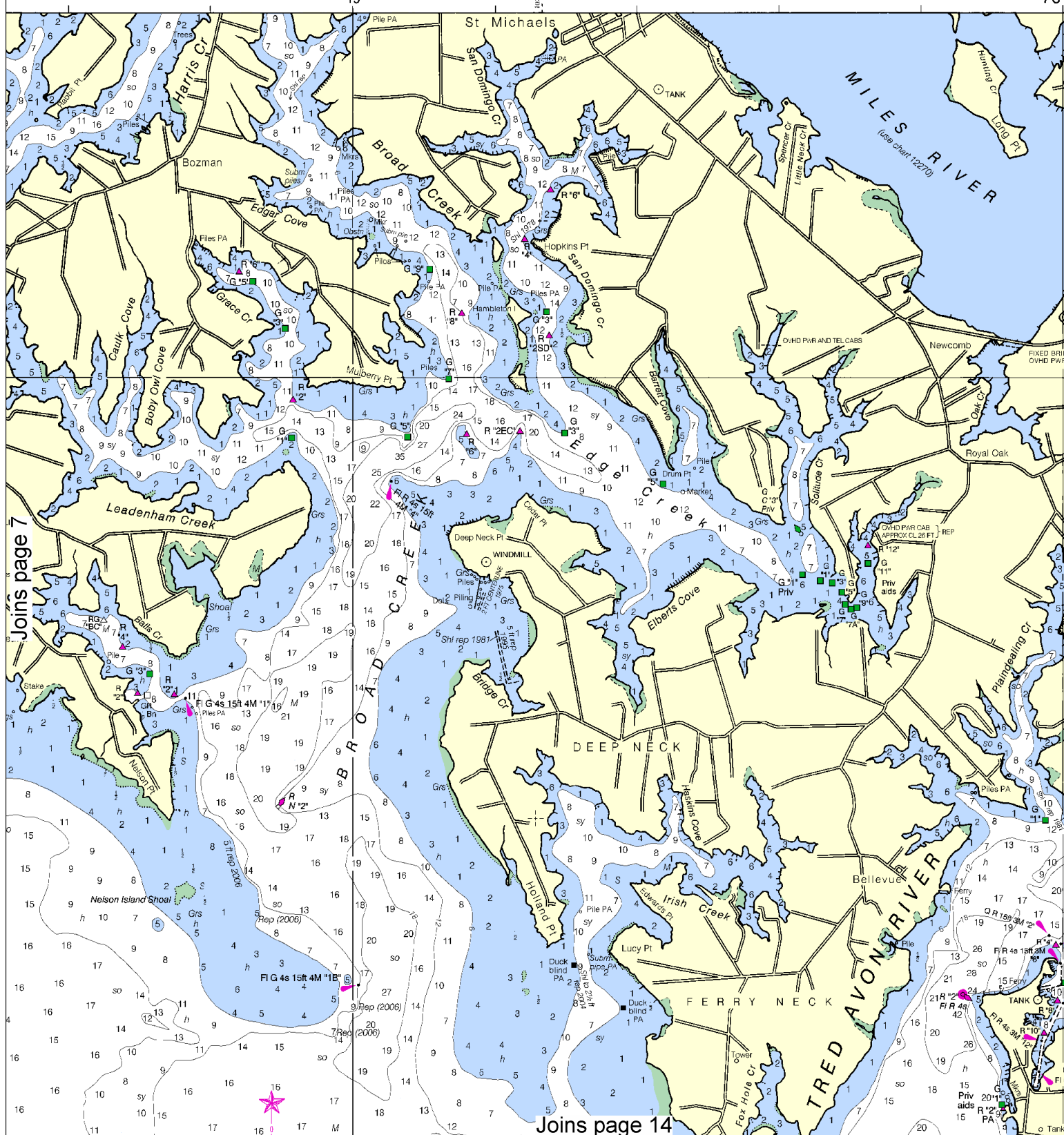
See Note on page 5.







This BookletChart has been updated with: Coast Guard Local Notice To Mariners: 1010 3/9/2010,  
 NGA Weekly Notice to Mariners: 1210 3/20/2010,  
 Canadian Coast Guard Notice to Mariners: n/a .



Printed at reduced scale.

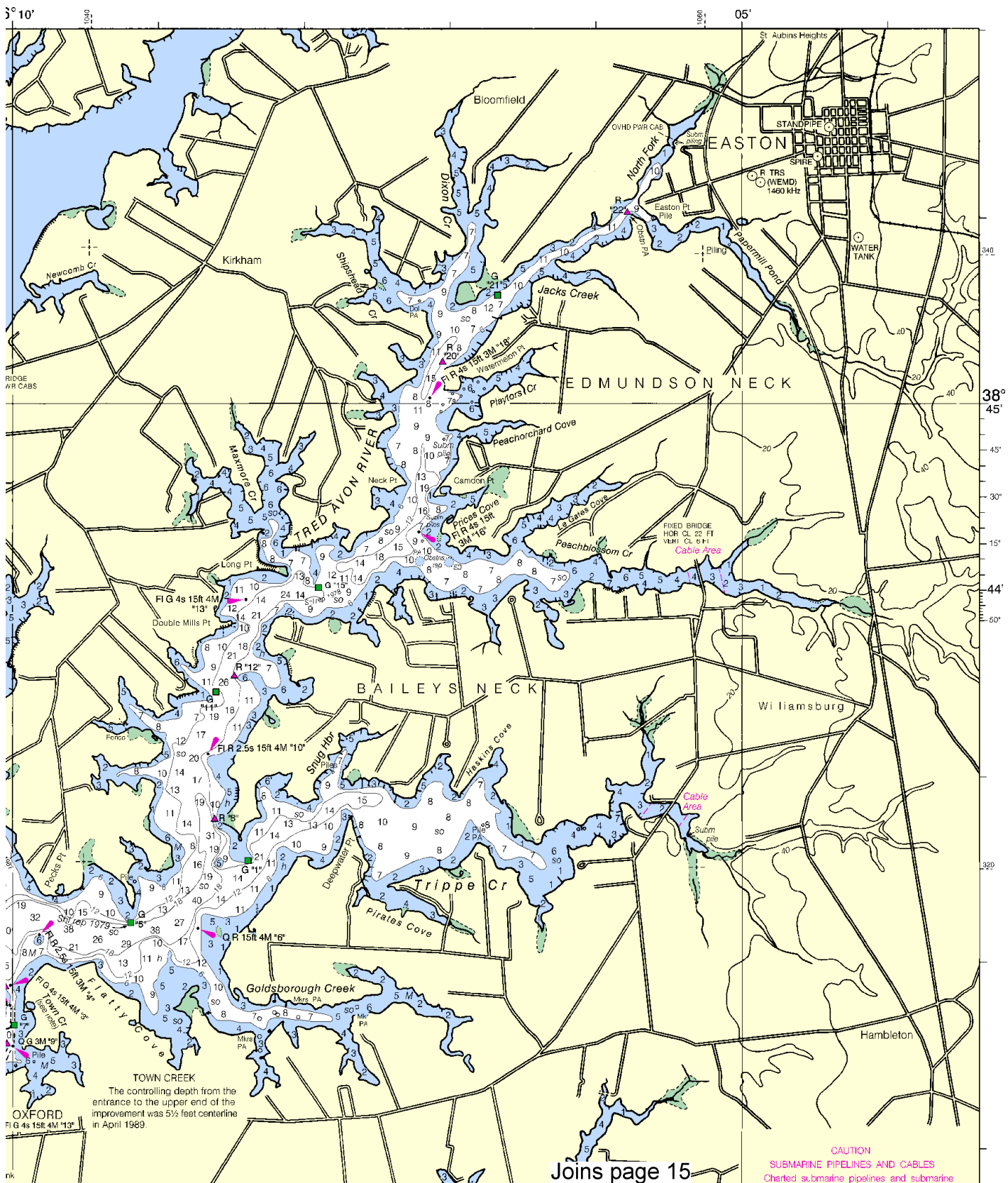
SCALE 1:40,000  
Nautical Miles

See Note on page 5.





SOUNDINGS IN FEET



Joins page 15



THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES - EAST COAST

MARYLAND

# CHESAPEAKE BAY

## CHOPTANK RIVER AND HERRING BAY

Mercator Projection  
Scale 1:40,000 at Lat. 38° 38'

North American Datum of 1983  
(World Geodetic System 1984)

SOUNDINGS IN FEET  
AT MEAN LOWER LOW WATER

For Symbols and Abbreviations see Chart No. 1

Additional information can be obtained at [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov).

**HEIGHTS**  
Heights in feet above Mean High Water.

**AUTHORITIES**  
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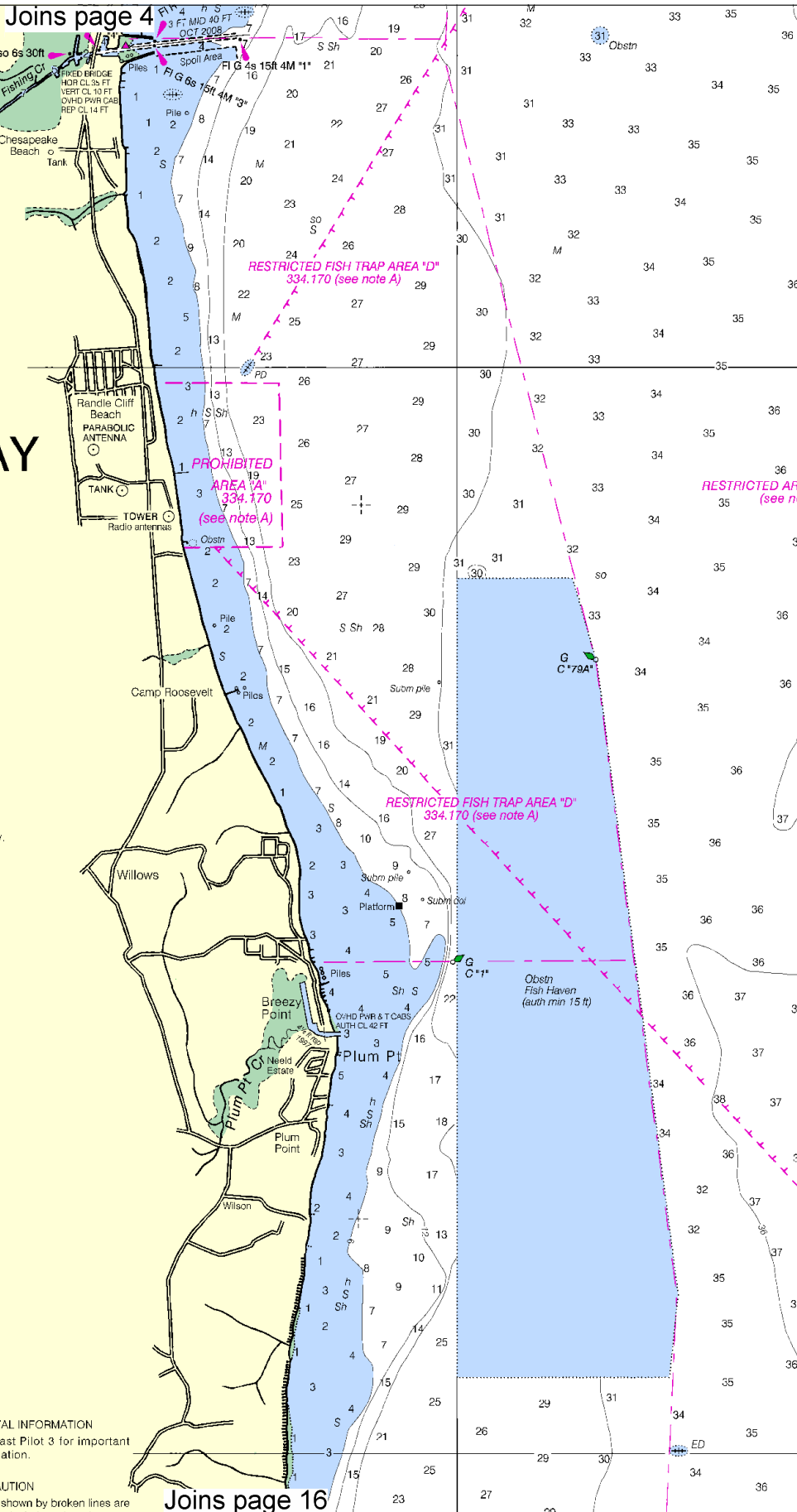
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**SUPPLEMENTAL INFORMATION**  
Consult U.S. Coast Pilot 3 for important supplemental information.

**CAUTION**  
Improved channels shown by broken lines are



10



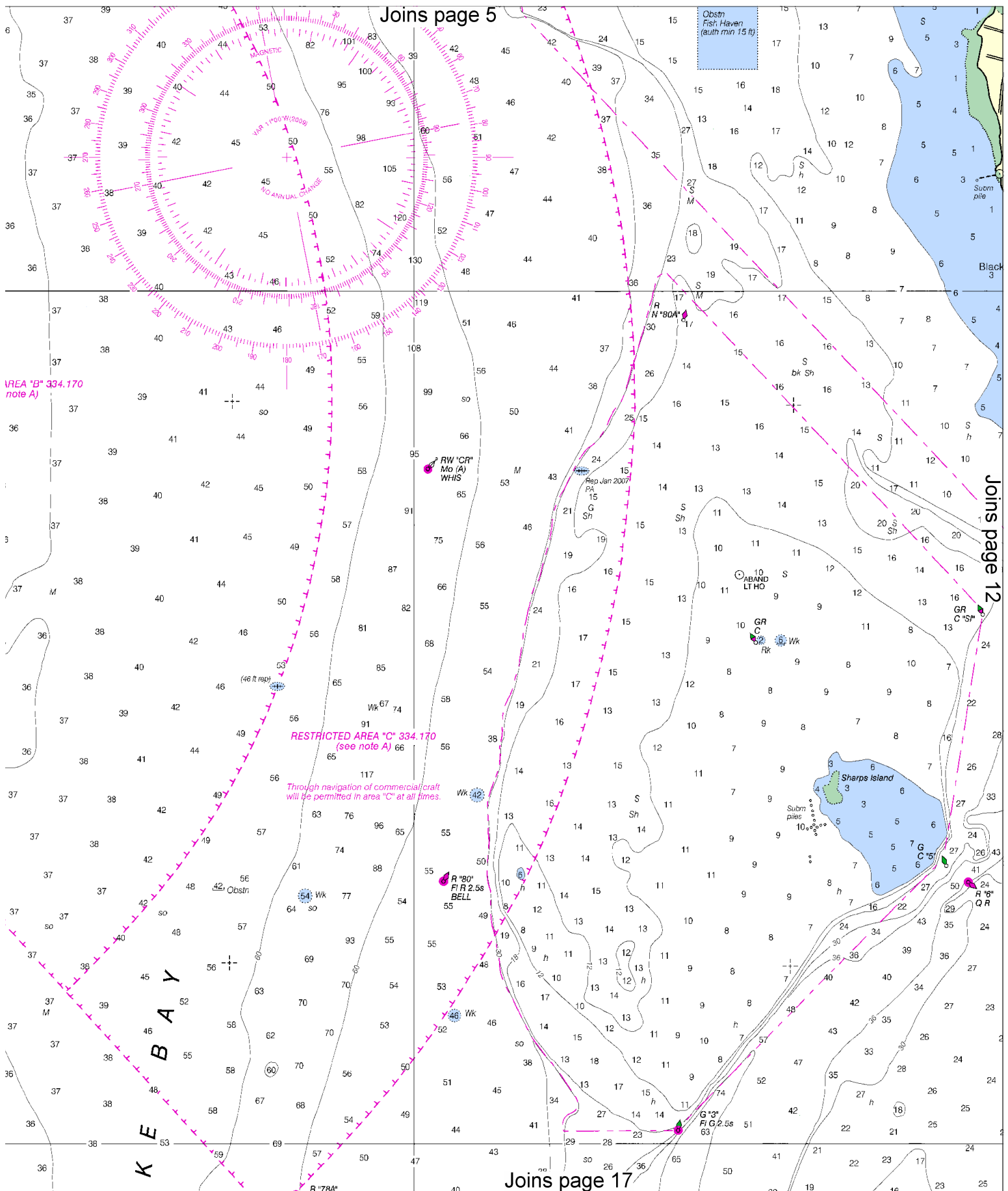
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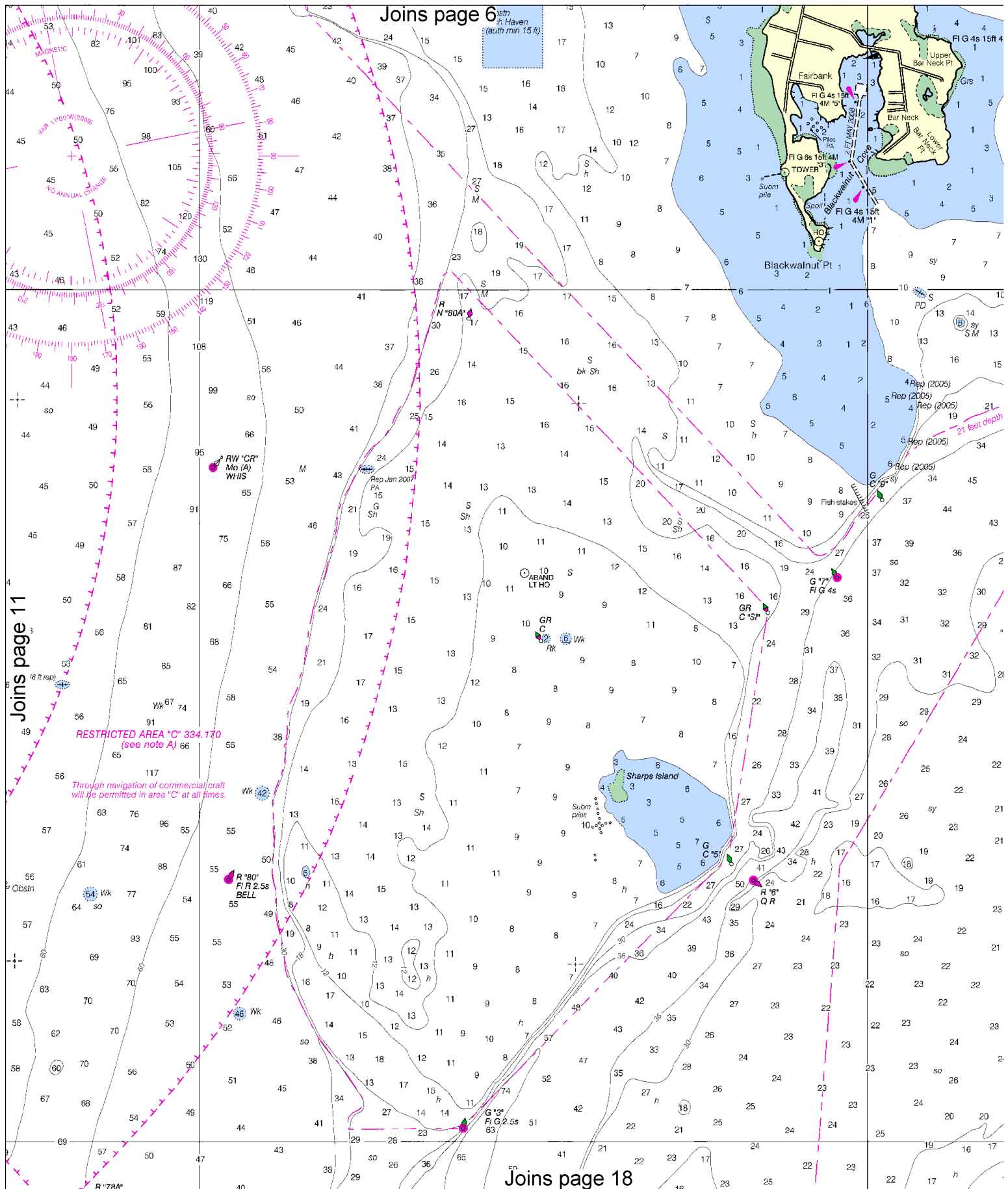
SCALE 1:40,000  
Nautical Miles

See Note on page 5.









12



Printed at reduced scale.

SCALE 1:40,000

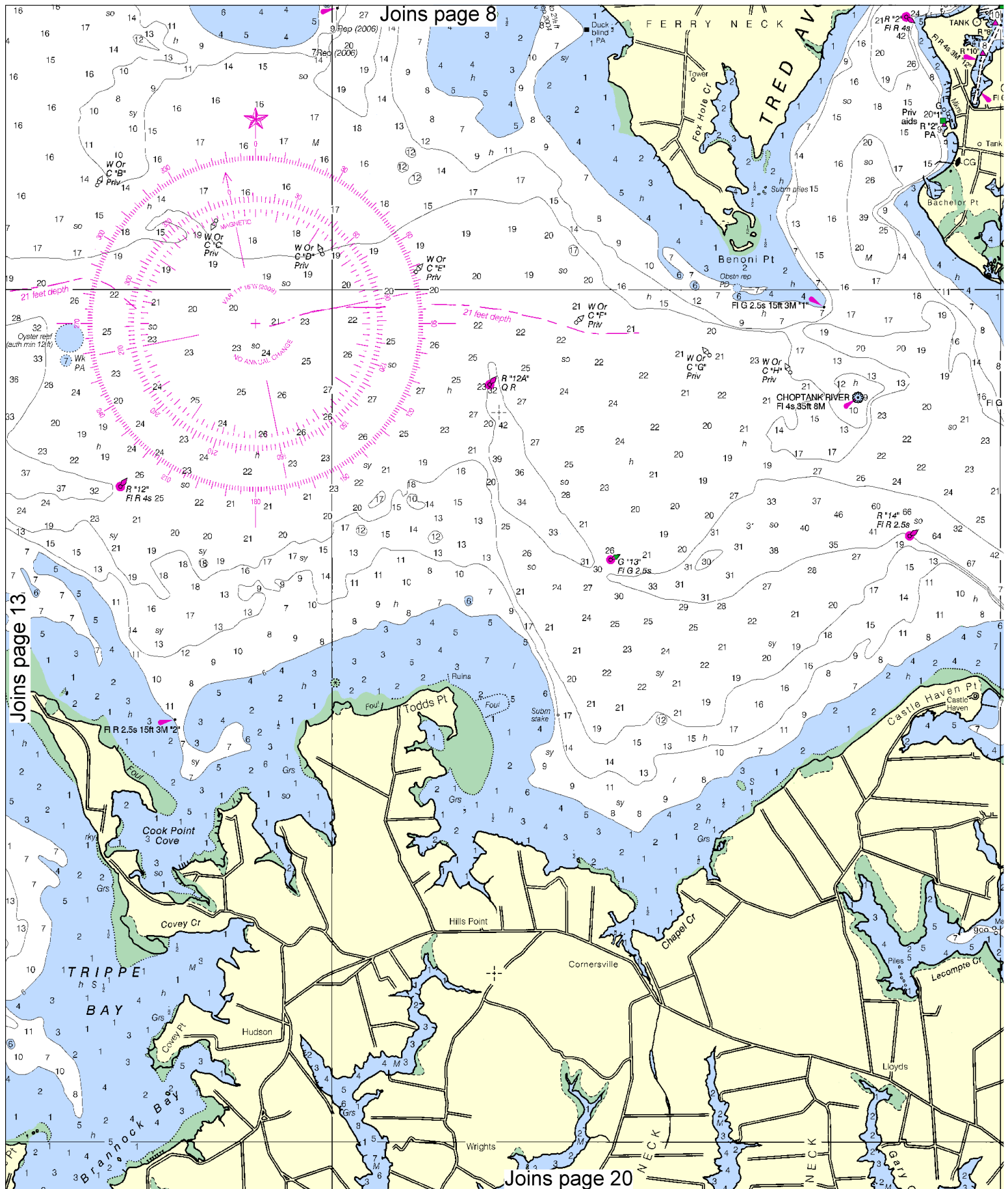
See Note on page 5.





Joins page 14

Joins page 19.



The controlling depth from the entrance to the upper end of the improvement was 5½ feet centerline in April 1989.

FIG 4s 15ft 4M 13"

Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

Covered wells may be marked by lighted or unlighted buoys.

### SMALL CRAFT WARNINGS

- During the boating season small-craft warnings will be displayed from sunrise to sunset on Maryland Marine Police Cruisers while underway in Maryland waters of the Chesapeake Bay and tributaries.

Joins page 21

JOINS CHART 12268



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#### AIDS TO NAVIGATION

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#### WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

#### RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

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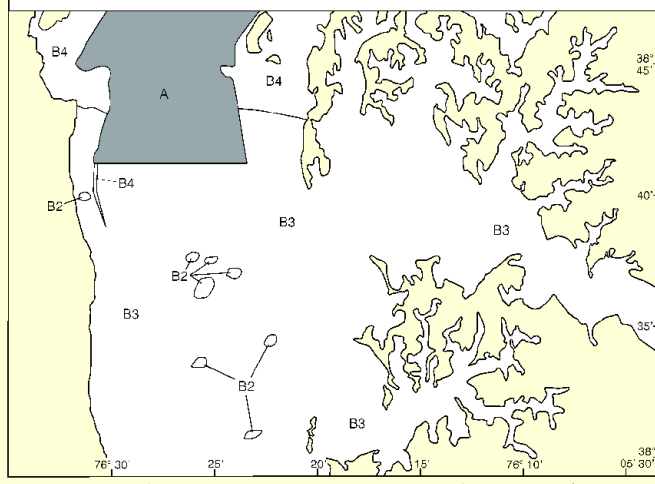
Mariners are warned to stay clear of the protective riprap surrounding navigational light structures shown thus: 

#### SOURCE DIAGRAM

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#### SOURCE

A	1990-1998	NOS Surveys	full bottom coverage
B2	1970-1989	NOS Surveys	partial bottom coverage
B3	1940-1969	NOS Surveys	partial bottom coverage
B4	1900-1939	NOS Surveys	partial bottom coverage





#### SUPPLEMENTAL INFORMATION

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#### CAUTION

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#### CAUTION

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#### NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Baltimore, MD	KEC-83	162.400 MHz
Salisbury, MD	KEC-82	162.475 MHz
Washington, DC	KHB-36	162.550 MHz
(Manassas, VA)		

#### CAUTION

##### BASCULE BRIDGE CLEARANCES

For bascule bridges, whose spans do not open to a full upright or vertical position, unlimited vertical clearance is not available for the entire charted horizontal clearance.

#### POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

30th Ed., Dec. /09 ■ Corrected through NM Dec. 26/09  
Corrected through LNM Dec. 29/09

12266

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Mariners published after the dates show nauticalcharts.noaa.gov.

#### CAUTION

This nautical chart has been designed to promote safe navigation. Ocean Service encourages users to submit corrections, additions, or corrections to this chart to the Chief, Marine Chart Division (N/CS2), Natl Service, NOAA, Silver Spring, Maryland 20910-3282.

16

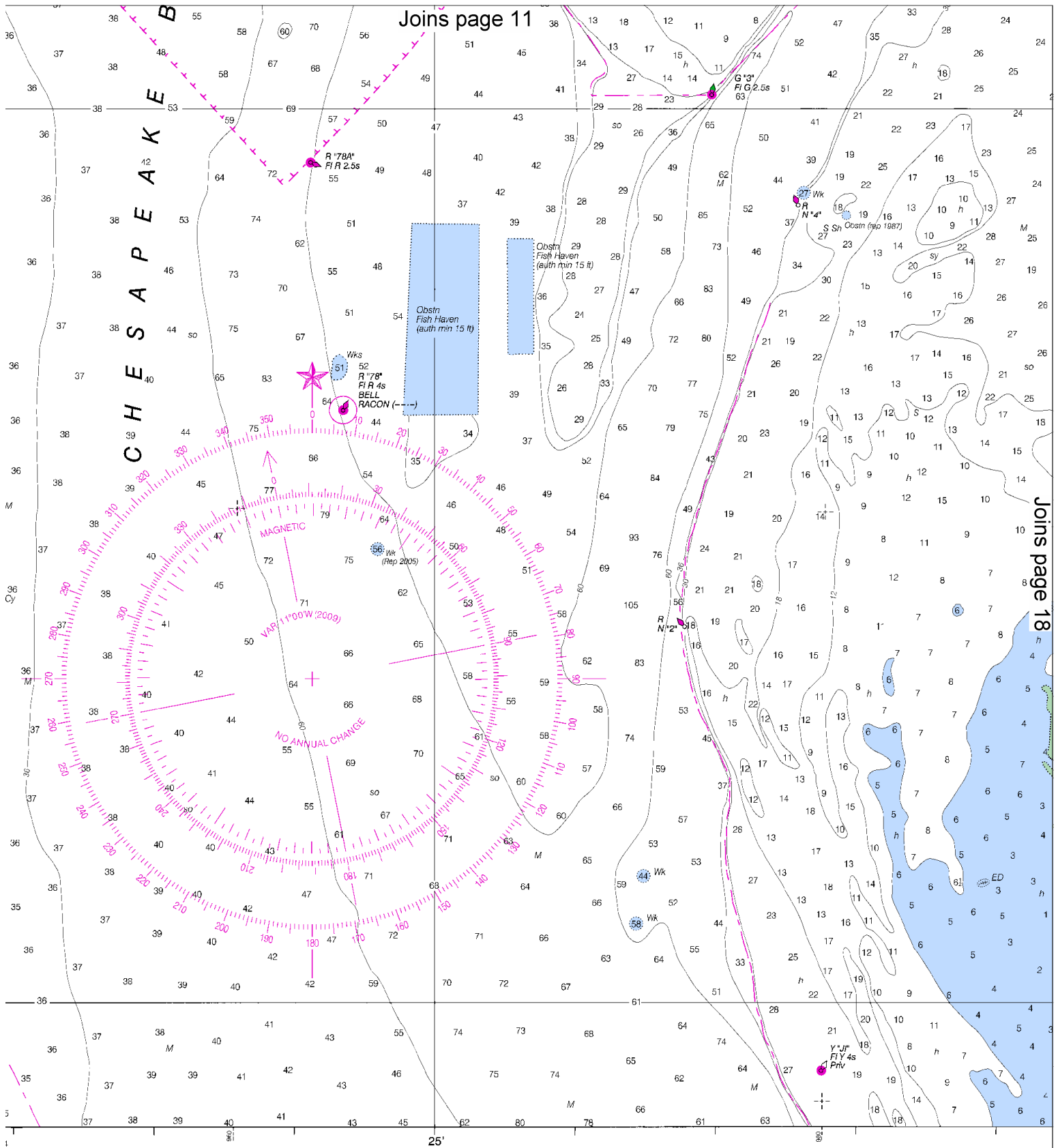


Printed at reduced scale.

SCALE 1:40,000  
Nautical Miles

See Note on page 5.





PRINT-ON-DEMAND CHARTS

The National Oceanic and Atmospheric Administration (NOAA) is the official U.S. government source for nautical charts and publications. The National Oceanic and Atmospheric Administration (NOAA) is the official U.S. government source for nautical charts and publications.

NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at 1-800-584-4683, [help@NauticalCharts.gov](mailto:help@NauticalCharts.gov), or OceanGrafix at 1-877-56CHART, <http://help@OceanGrafix.com>.

**SOUNDINGS IN FEET**

and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners corrections. Charts are printed when ordered using Print-on-Demand technology. New charts are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent for Print-on-Demand charts or contact NOAA at 1-800-584-4683, <http://NauticalCharts.gov>, <http://NauticalCharts.gov>, or OceanGrafix at 1-877-56CHART, <http://OceanGrafix.com>, or [OceanGrafix.com](http://OceanGrafix.com).

Published at Washington, D.C.  
U.S. DEPARTMENT OF COMMERCE  
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION  
NATIONAL OCEANIC SURVEY

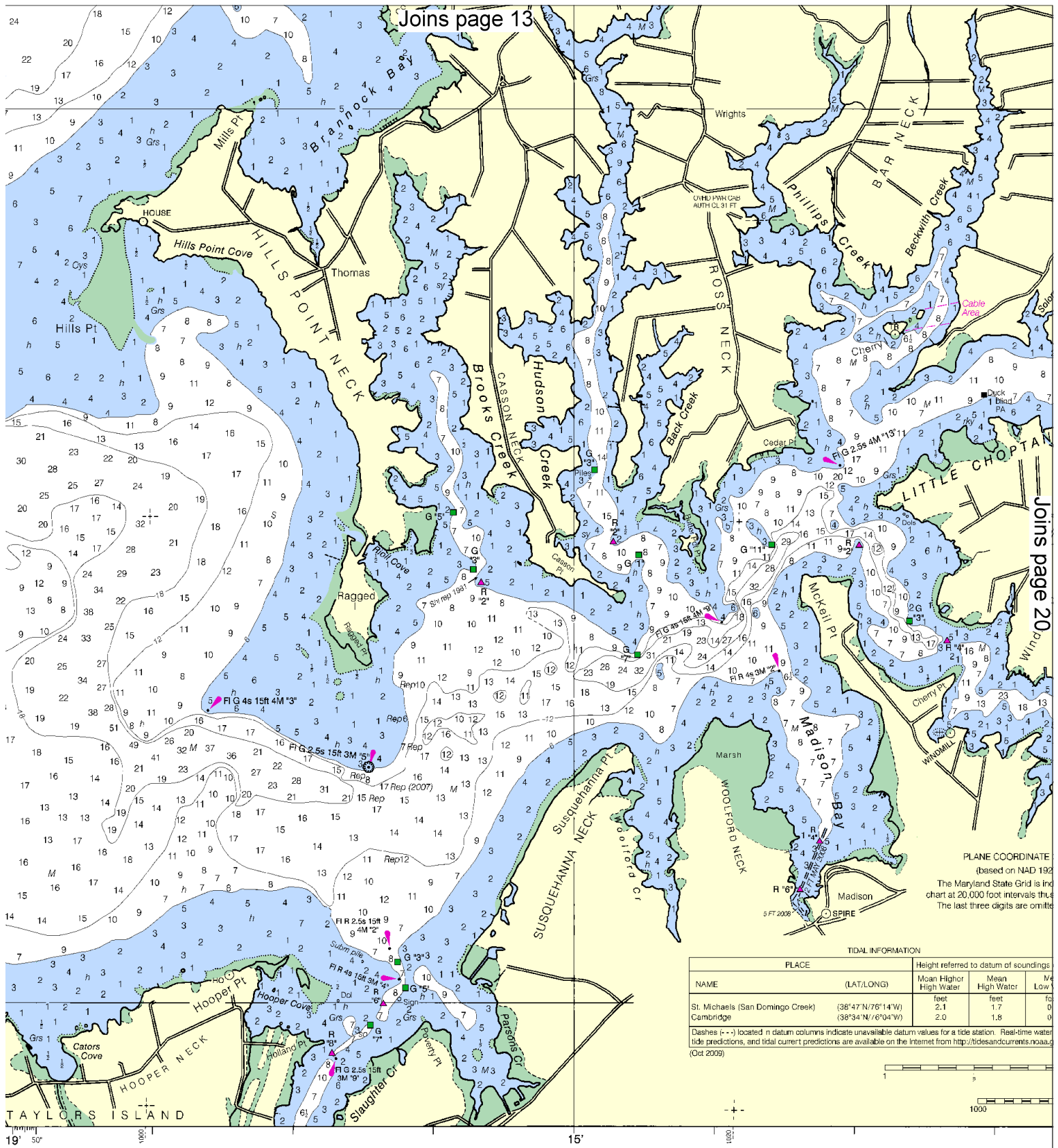


SCALE 1:40,000  
Nautical Miles

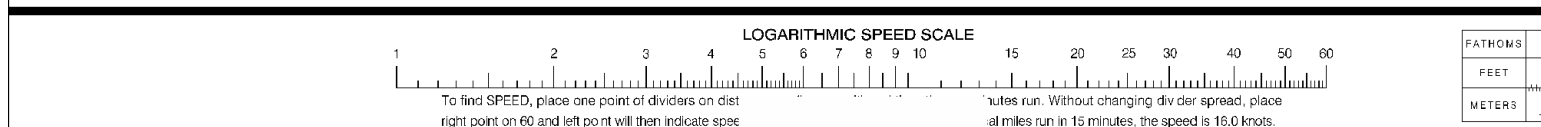
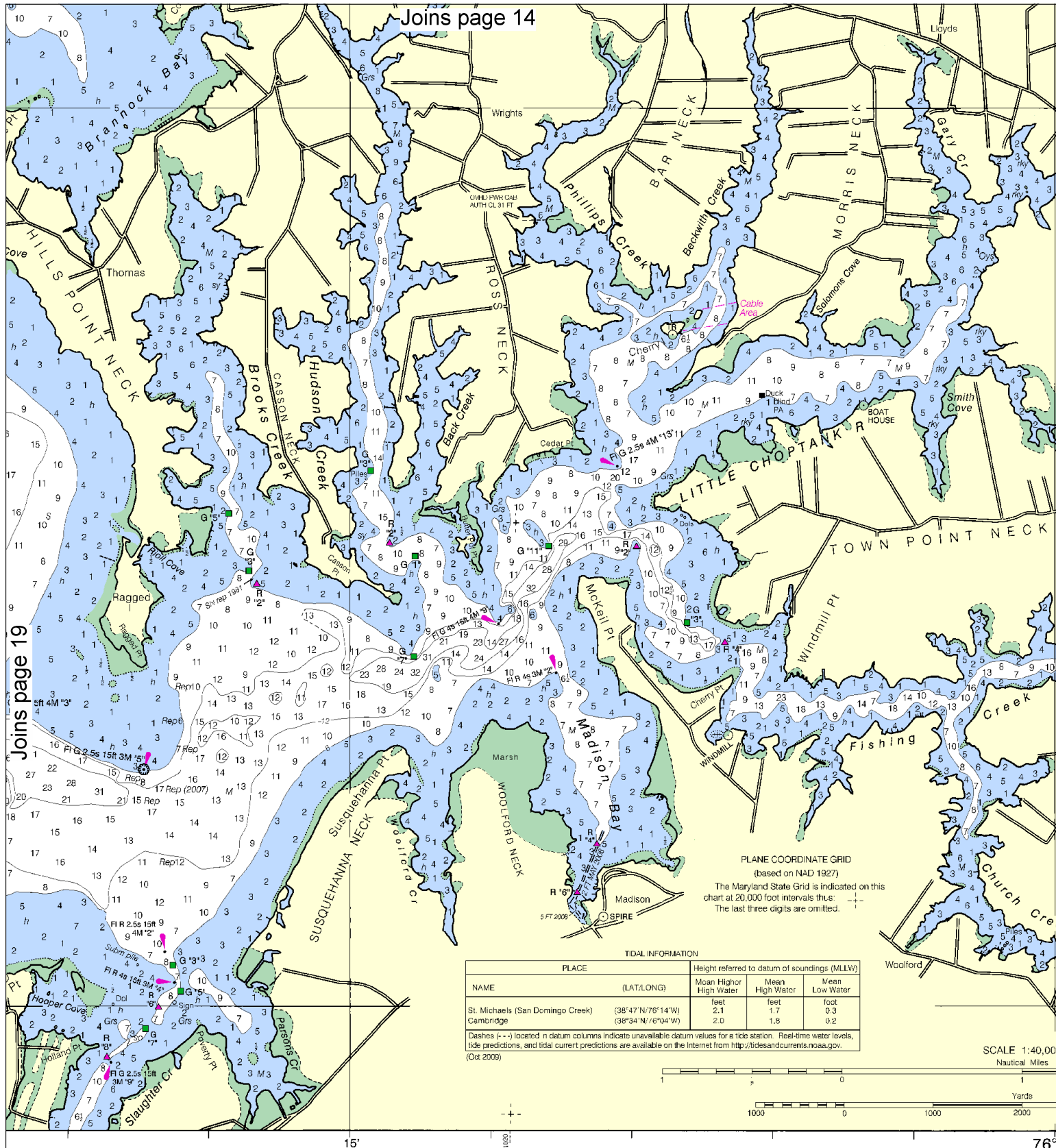
See Note on page 5.







ington, D.C.  
OF COMMERCE  
SPHERIC ADMINISTRATION  
N SERVICE  
RVEY



**SMALL CRAFT WARNINGS**

During the boating season small-craft warnings will be displayed from sunrise to sunset on Maryland Marine Police Cruisers while underway in Maryland waters of the Chesapeake Bay and tributaries.

**CAMBRIDGE**

Lee Cr

Jenkins Creek

Loddipolite Canal

WCEM) RTR 1240 kHz (FIR LR)

Yacht Basin

Bascule Bridge

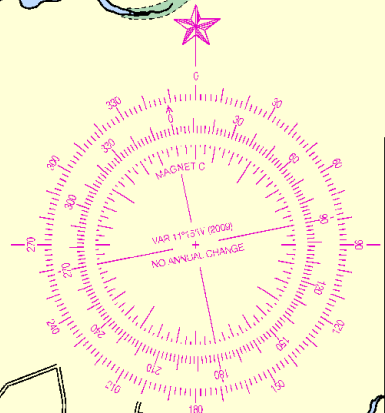
Fixed Bridge

Swing Bridge

TANK

Depth soundings: 10, 15, 20, 25, 30, 35, 40, 45, 50, 55, 60, 65, 70, 75, 80, 85, 90, 95, 100, 105, 110, 115, 120, 125, 130, 135, 140, 145, 150, 155, 160, 165, 170, 175, 180, 185, 190, 195, 200, 205, 210, 215, 220, 225, 230, 235, 240, 245, 250, 255, 260, 265, 270, 275, 280, 285, 290, 295, 300, 305, 310, 315, 320, 325, 330, 335, 340, 345, 350, 355, 360, 365, 370, 375, 380, 385, 390, 395, 400, 405, 410, 415, 420, 425, 430, 435, 440, 445, 450, 455, 460, 465, 470, 475, 480, 485, 490, 495, 500, 505, 510, 515, 520, 525, 530, 535, 540, 545, 550, 555, 560, 565, 570, 575, 580, 585, 590, 595, 600, 605, 610, 615, 620, 625, 630, 635, 640, 645, 650, 655, 660, 665, 670, 675, 680, 685, 690, 695, 700, 705, 710, 715, 720, 725, 730, 735, 740, 745, 750, 755, 760, 765, 770, 775, 780, 785, 790, 795, 800, 805, 810, 815, 820, 825, 830, 835, 840, 845, 850, 855, 860, 865, 870, 875, 880, 885, 890, 895, 900, 905, 910, 915, 920, 925, 930, 935, 940, 945, 950, 955, 960, 965, 970, 975, 980, 985, 990, 995, 1000, 1005, 1010, 1015, 1020, 1025, 1030, 1035, 1040, 1045, 1050, 1055, 1060, 1065, 1070, 1075, 1080, 1085, 1090, 1095, 1100, 1105, 1110, 1115, 1120, 1125, 1130, 1135, 1140, 1145, 1150, 1155, 1160, 1165, 1170, 1175, 1180, 1185, 1190, 1195, 1200, 1205, 1210, 1215, 1220, 1225, 1230, 1235, 1240, 1245, 1250, 1255, 1260, 1265, 1270, 1275, 1280, 1285, 1290, 1295, 1300, 1305, 1310, 1315, 1320, 1325, 1330, 1335, 1340, 1345, 1350, 1355, 1360, 1365, 1370, 1375, 1380, 1385, 1390, 1395, 1400, 1405, 1410, 1415, 1420, 1425, 1430, 1435, 1440, 1445, 1450, 1455, 1460, 1465, 1470, 1475, 1480, 1485, 1490, 1495, 1500, 1505, 1510, 1515, 1520, 1525, 1530, 1535, 1540, 1545, 1550, 1555, 1560, 1565, 1570, 1575, 1580, 1585, 1590, 1595, 1600, 1605, 1610, 1615, 1620, 1625, 1630, 1635, 1640, 1645, 1650, 1655, 1660, 1665, 1670, 1675, 1680, 1685, 1690, 1695, 1700, 1705, 1710, 1715, 1720, 1725, 1730, 1735, 1740, 1745, 1750, 1755, 1760, 1765, 1770, 1775, 1780, 1785, 1790, 1795, 1800, 1805, 1810, 1815, 1820, 1825, 1830, 1835, 1840, 1845, 1850, 1855, 1860, 1865, 1870, 1875, 1880, 1885, 1890, 1895, 1900, 1905, 1910, 1915, 1920, 1925, 1930, 1935, 1940, 1945, 1950, 1955, 1960, 1965, 1970, 1975, 1980, 1985, 1990, 1995, 2000, 2005, 2010, 2015, 2020, 2025, 2030, 2035, 2040, 2045, 2050, 2055, 2060, 2065, 2070, 2075, 2080, 2085, 2090, 2095, 2100, 2105, 2110, 2115, 2120, 2125, 2130, 2135, 2140, 2145, 2150, 2155, 2160, 2165, 2170, 2175, 2180, 2185, 2190, 2195, 2200, 2205, 2210, 2215, 2220, 2225, 2230, 2235, 2240, 2245, 2250, 2255, 2260, 2265, 2270, 2275, 2280, 2285, 2290, 2295, 2300, 2305, 2310, 2315, 2320, 2325, 2330, 2335, 2340, 2345, 2350, 2355, 2360, 2365, 2370, 2375, 2380, 2385, 2390, 2395, 2400, 2405, 2410, 2415, 2420, 2425, 2430, 2435, 2440, 2445, 2450, 2455, 2460, 2465, 2470, 2475, 2480, 2485, 2490, 2495, 2500, 2505, 2510, 2515, 2520, 2525, 2530, 2535, 2540, 2545, 2550, 2555, 2560, 2565, 2570, 2575, 2580, 2585, 2590, 2595, 2600, 2605, 2610, 2615, 2620, 2625, 2630, 2635, 2640, 2645, 2650, 2655, 2660, 2665, 2670, 2675, 2680, 2685, 2690, 2695, 2700, 2705, 2710, 2715, 2720, 2725, 2730, 2735, 2740, 2745, 2750, 2755, 2760, 2765, 2770, 2775, 2780, 2785, 2790, 2795, 2800, 2805, 2810, 2815, 2820, 2825, 2830, 2835, 2840, 2845, 2850, 2855, 2860, 2865, 2870, 2875, 2880, 2885, 2890, 2895, 2900, 2905, 2910, 2915, 2920, 2925, 2930, 2935, 2940, 2945, 2950, 2955, 2960, 2965, 2970, 2975, 2980, 2985, 2990, 2995, 3000, 3005, 3010, 3015, 3020, 3025, 3030, 3035, 3040, 3045, 3050, 3055, 3060, 3065, 3070, 3075, 3080, 3085, 3090, 3095, 3100, 3105, 3110, 3115, 3120, 3125, 3130, 3135, 3140, 3145, 3150, 3155, 3160, 3165, 3170, 3175, 3180, 3185, 3190, 3195, 3200, 3205, 3210, 3215, 3220, 3225, 3230, 3235, 3240, 3245, 3250, 3255, 3260, 3265, 3270, 3275, 3280, 3285, 3290, 3295, 3300, 3305, 3310, 3315, 3320, 3325, 3330, 3335, 3340, 3345, 3350, 3355, 3360, 3365, 3370, 3375, 3380, 3385, 3390,

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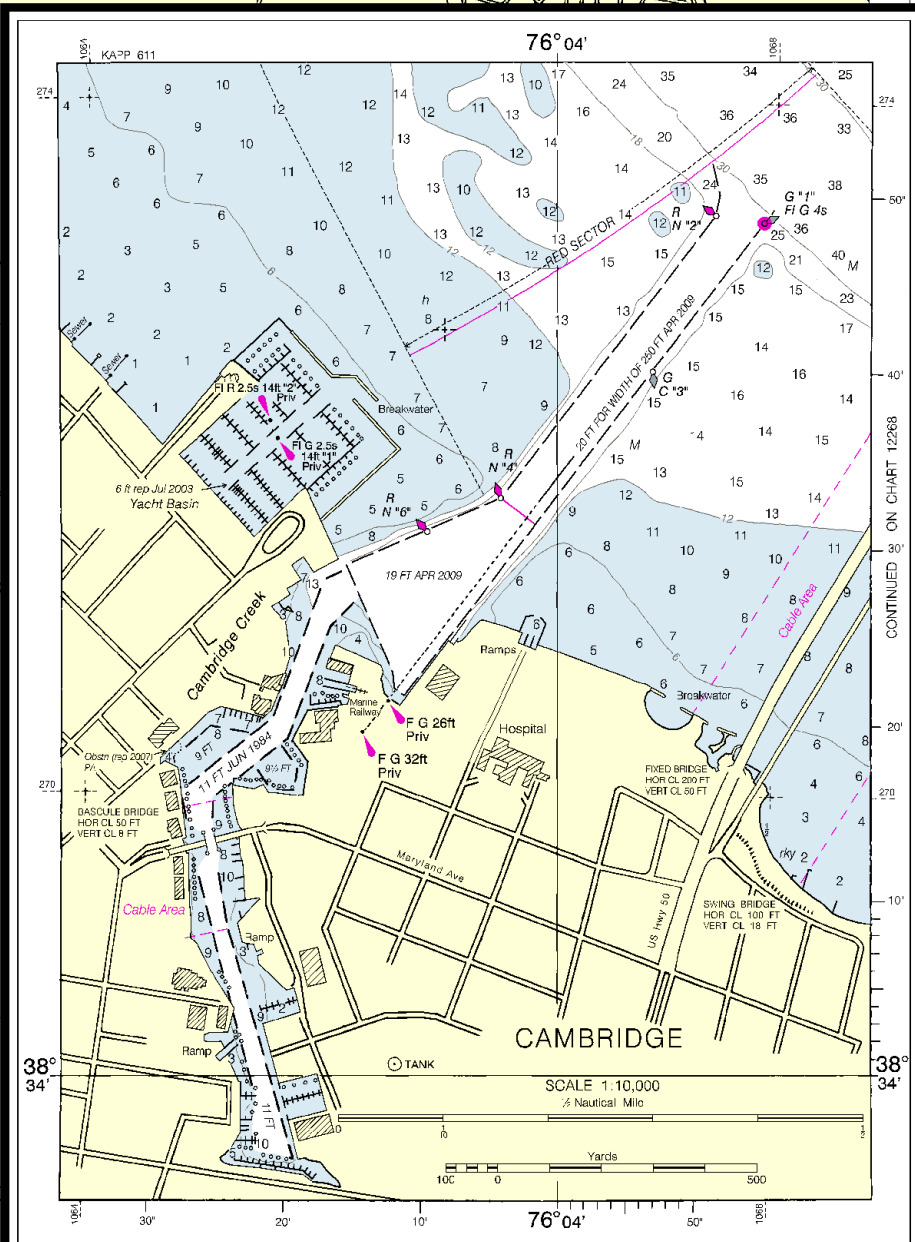
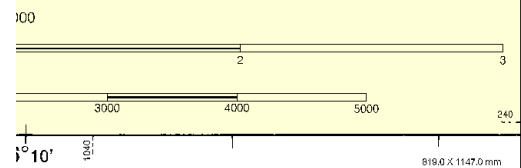


The map illustrates the Little River watershed, which is a tributary of the Clinch River. The main river is shown in blue, with its three branches: North Branch, Northeast Branch, and South Branch. The map includes elevation contours (100, 200, 300 feet), a north arrow, and a scale bar. The river is labeled 'Little River' and the branches are labeled 'North Br', 'Northeast Branch', and 'South Branch'. The map also shows the location of 'Dallsville' and a 'CAUTION' area near the South Branch.

Where definite limits have not been prescribed, the location of fishing structures is restricted only by the regulations.

Where definite limits have not been prescribed, the location of fishing structures is restricted only by the regulations.

The map shows a section of Church Creek with a boat labeled '4' at the top left. Three fishing structures are marked with numbers: '3' in the upper part of the creek, '2' in the middle, and '1' near the bottom right. The creek is bordered by land on the right and a road or boundary on the left. A north arrow is located in the top left corner.



CONTINUED ON CHART 12268

SCALE 1:10,000

1/2 Nautical Mile

Yards

Yards

1. *Journal of the American Medical Association*, 2000; 284: 2689-2694.

76° 04'

76-047

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12266



## EMERGENCY INFORMATION

### VHF Marine Radio channels for use on the waterways:

**Channel 6** – Intership safety communications.

**Channel 9** – Communications between boats and ship-to-coast.

**Channel 13** – Navigation purposes at bridges, locks, harbors.

**Channel 16 – Emergency, distress and safety calls** to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.

**Channel 22** – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

**Channels 68, 69, 71, 72 & 78** – Recreational boat channels.

### Distress Call Procedures

1. Make sure radio is on.
2. Select Channel 16.
3. Press/Hold the transmit button.
4. Clearly say: "MAYDAY, MAYDAY, MAYDAY."
5. Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
6. Release transmit button.
7. Wait for 10 seconds – If no response Repeat MAYDAY Call.

**HAVE ALL PERSONS PUT ON LIFE JACKETS !!**

**Mobile Phones** – Call 911 for water rescue.

**Coast Guard Search & Rescue** – 800-418-7314/410-576-2525

**Coast Guard Annapolis** – 410-267-8108

**Coast Guard Little Creek** – 757-464-9371/9372

**Coast Guard Oxford** – 410-397-3103

**Maryland Natural Resources Police** – 410-260-8888

**NOAA Weather Radio** – 162.400 MHz, 162.425 MHz, 162.450 MHz, 162.475 MHz, 162.500 MHz, 162.525 MHz, 162.550 MHz.

**Getting and Giving Help** – Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

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## NOAA CHARTING PUBLICATIONS

**Official NOAA Nautical Charts** – NOAA surveys and charts the national and territorial waters of the U.S., including the Great Lakes, producing over 1,000 traditional nautical charts covering 3.4 million square nautical miles. Carriage of official NOAA charts is mandatory on the commercial ships that carry our commerce. They are used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters. NOAA charts are available from official chart agents listed at: [www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov).

**Official Electronic Navigational Charts® (ENCs)** – ENCs are digital files of each chart's features and their attributes for use in computer-based navigation systems. ENCs comply with standards of the International Hydrographic Organization. ENCs and their updates are available for free from NOAA at: [www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov).

**Official Raster Navigational Charts (RNCs)** – RNCs are georeferenced digital pictures of NOAA's charts that are suitable for use in computer-based navigation systems. RNCs comply with standards of the International Hydrographic Organization. RNCs and their updates are available for free from NOAA at: [www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov).

**Official BookletCharts™** – BookletCharts™ are reduced scale NOAA charts printed in page-sized pieces. The "home edition" can be downloaded from NOAA for free and printed. The "professional edition", containing additional boating, safety, and educational edition is available for NOAA chart agents or over the Internet.

**Official PocketCharts™** – PocketCharts™ are for beginning recreational boaters to use for planning and locating, but not for real navigation. Measuring a convenient 13" by 19", they have a 1/3 scale chart on one side, and safety, boating, and educational information on the reverse. They can be purchased at retail outlets and on the Internet.

**Official U.S. Coast Pilot®** – The Coast Pilots are 9 text volumes containing information important to navigators such as channel descriptions, port facilities, anchorages, bridge and cable clearances, currents, prominent features, weather, dangers, and Federal Regulations. They supplement the charts and are available from official NOAA chart agents or downloaded for free at: [www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov).

**Official Print-on-Demand Nautical Charts** – These full-scale NOAA charts are updated each week by NOAA for all Notice to Mariner corrections. They have additional information added in the margin to supplement the chart. Print on Demand charts meet all federal chart carriage regulations for charts and updating. Produced under a public/private partnership between NOAA and OceanGrafix, LLC, suppliers of these premium charts are listed at [www.OceanGrafix.com](http://www.OceanGrafix.com).

**Official Chart No. 1, Nautical Chart Symbols** – This reference publication depicts basic chart elements and explains nautical chart symbols and abbreviations. Download it for free at: [www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov).

**Coast Survey Navigation Managers** – These ambassadors to the maritime community maintain a regional presence for NOAA and help identify the challenges facing marine transportation and boating. They are listed at <http://nauticalcharts.noaa.gov/nsd/rep.htm>.

Internet sites: [www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov), [www.NOAA.gov](http://www.NOAA.gov), [www.TidesandCurrents.NOAA.gov](http://www.TidesandCurrents.NOAA.gov), [www.NOS.NOAA.gov](http://www.NOS.NOAA.gov).



# NOAA, the Nation's Chartmaker